

III. REVIEW OF EXISTING CONDITIONS

This section presents the results of the assembly of baseline information and describes existing conditions in the study area of the Bergen Arches.

DATA INVENTORY AND COLLECTION

Data was collected for the Bergen Arches Study by Parsons Brinckerhoff, DMJM+HARRIS, El Taller Colaborativo and Skycomp. The traffic data included field data, automatic traffic recorders (ATRs), manual-turning movement counts and aerial data.

As part of the traffic data collection, a data inventory was conducted which included both intersection data and roadway characteristics. Various statistics compiled from this analysis included: number of lanes, lane width, lane assignment, speed limit, parking, and roadway type for various corridors in the study area. In addition to field data collection, a total of 23 ATRs were placed in the study area. Additionally, manual turning movement counts were performed at 14 locations during high volume times of day (AM and PM Peak Periods). The final element of the traffic data collection was a series of aerial photo surveys of highway traffic in the study area. The survey flights also occurred during high volume times of day to photograph congestion and length of queues.

The New Jersey Department of Transportation Bureau of Traffic Engineering and Safety Programs provided accident records for the years 1998 through 2000. These accidents were reviewed in conjunction with high accident locations, identified by the Bureau of Traffic Engineering and Safety Programs, in the study area. The four high accident locations found were at Tonnele Circle, Charlotte Circle, Route 139 and Palisade Avenue, and at Route 139 and Interstate 78 Ramps. The highest number of accidents occurred at two of the four locations, the Tonnele Circle and the Charlotte Circle. Both the Tonnele and Charlotte Circles are scheduled for replacement as part of the St. Pauls' Viaduct Replacement, being conducted by the New Jersey Department of Transportation.

DEMOGRAPHIC PROFILE OF THE STUDY AREA

Details provided in the section below include statistics for population, employment and the number of households, as well as projections for these demographics. The statistics provided below are based on the regionally accepted projections as adopted by the NJTPA. In the work to define future conditions and analyze the possible modal uses of the Arches an additional demographic dataset was developed based on land development proposals along the waterfront in Jersey City. Detailed information on this demographic dataset can be found in the section on Future Conditions.

POPULATION

The local impact area's population is projected to increase by 2,314 persons or 21 percent, which is a greater rate than the NJTPA region. Jersey City has the second highest population of any Urban Center in the State of New Jersey (after Newark), with a population of 224,130 in 2000 and a projected 21.3% increase to 271,893 by 2025. **Table 1** details the population for 2000 and the projection for 2025.

Table 1
Current and Projected Population
Local Impact Area, Jersey City, NJTPA Region
2000 - 2025

	2000	2025	Percent Change 2000-2025
Local Impact Area	10,856	13,170	21.3%
Jersey City	224,130	271,893	21.3%
NJTPA Region	6,114,075	7,004,910	14.6%

Source: NJTPA Regional Travel Demand Model 2000.

Regionally, NJTPA has projected that the region's population is expected to increase by nearly one million by the year 2025, a 14.6 percent increase.

EMPLOYMENT

According to *The Jersey City Master Plan* dated May 2000, Jersey City is "well-positioned" for steady growth in employment. This steady growth is attributed to a number of factors, including location, progressive redevelopment and infrastructure improvements.

Table 2 shows employment for 2000 and 2025. The projections do not reflect the relocation anticipated after the terrorist attacks of September 11, 2001. Based on the events of September 11th, Jersey City may see a surge in new employment in the immediate future (through 2003). However, this may not continue as lower Manhattan rebuilds itself.

Table 2
Current & Projected Employment
Local Impact Area, Jersey City, NJTPA Region
2000 - 2025

	2000	2025	Percent Change 2000-2025
Local Impact Area	24,564	31,759	29.3%
Jersey City	98,746	127,675	29.3%
NJTPA Region	2,870,596	3,600,562	25.4%

Source: NJTPA Regional Travel Demand Model 2000.

The number of jobs in Jersey City is projected to grow to 127,675, a nearly 30% increase by 2025. Growth in Jersey City is forecasted to outpace the region. Employment in the entire region is expected to grow by 25% from the 2000 figures, to 3,600,562 jobs in 2025.

HOUSEHOLDS

According to the NJTPA Regional Travel Demand Model, there were 3,974 households in the Bergen Arches Local Impact Area in 2000. The number of households in the local impact area is projected to rise approximately 28% by the year 2025. Within the City of Jersey City there were 82,050 households in 2000. The number of households in Jersey City is projected to rise to 105,450 by the year 2025, a 28.5% increase. Households in the State of New Jersey are also expected to rise by approximately 19% overall by the year 2025. **Table 3** details the number of households in 2000, the projected number of households in 2025, and the percent change in the number of households from 2000 to 2025.

Table 3
Current and Projected Households
Local Impact Area, Jersey City, New Jersey
2000-2025

	2000	2025	Percent Change 2000-2025
Local Impact Area	3,974	5,108	28.5%
Jersey City	82,050	105,450	28.5%
New Jersey	2,277,472	2,715,222	19.2%

Source: NJTPA Regional Travel Demand Model 2000.

HIGHWAY SYSTEM

The Bergen Arches study area is served by a rich network of multimodal facilities that connects the northwestern part of New Jersey with Manhattan. The location of Bergen Arches provides another link between many northern New Jersey communities and Jersey City. Jersey City's strategic location, including frontage along the Hudson River, makes efficient mobility a necessity. The extensive network of roads within Jersey City consists of Interstate, State, County and local facilities of all classes.

The New Jersey Turnpike Extension (Interstate Route 78) is the only interstate road to pass through Jersey City. This interstate road is designated a limited access principal arterial toll roadway with a north/south orientation. Within the City of Jersey City, the Turnpike is designated Interstate Route 78, which terminates at its intersection with the Holland Tunnel. I-78 is four lanes with a concrete median within the City, and has a posted speed limit of 50 MPH. I-78 is one of the direct routes from central New Jersey to Manhattan and is used for in-bound commuting to Jersey City and New York City.



U.S. Route 1 & 9 is a principal arterial roadway, which links Jersey City to Newark International Airport and Port Newark/Elizabeth. The elevated section, known as Pulaski Skyway, links Tonnele Avenue with the continuation of US Route 1 & 9 in Newark.

In addition to U.S. Route 1 & 9, other principal arterials include: JFK Boulevard, Luis Munoz Marin Boulevard, NJ Route 7, NJ Route 139, NJ Route 169, and NJ Route 440.

JFK Boulevard: Although classified as a principal arterial, JFK Boulevard is a county road, which runs north/south from Union City to Bayonne, traveling through Journal Square in Jersey City.

Luis Munoz Marin Boulevard: Primarily a waterfront route that travels in a north/south direction along the east side of the City.

NJ Route 7: A four lane state highway with a north/south orientation, which travels to Kearny and Essex County suburbs. This route is situated to the west of Journal Square. The speed limit varies on this route, ranging from 30 to 50 MPH.

NJ Route 139: This roadway passes through the City with an east/west orientation. It is a bi-level road, with the upper level extending from Tonnele Circle east to Hoboken Avenue. The lower level has limited access and extends from Tonnele Circle to the Holland Tunnel. The posted speed limit is 45 MPH.

NJ Route 169: This four-lane highway extends south to Bayonne and is a major connector from Jersey City to Staten Island. The posted speed limit is 45 MPH.

NJ Route 440: This four lane state highway extends from Communipaw Avenue to West 59th Street in Jersey City. It is generally north/south in direction. The posted speed limit is 45 MPH.



PUBLIC TRANSPORTATION SYSTEM

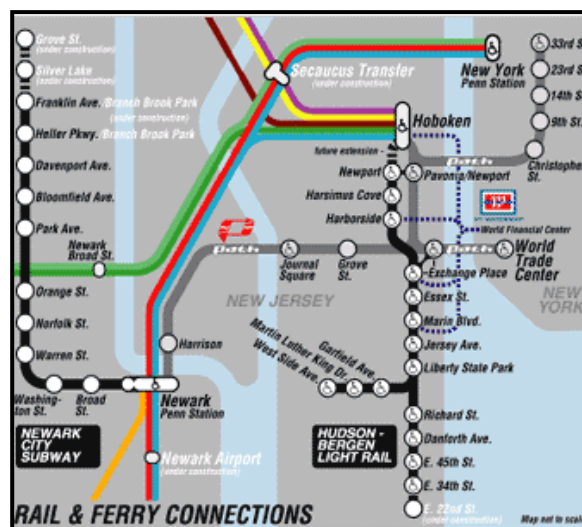
Jersey City has a very extensive and well-developed public transportation system. The city's mass transit infrastructure consists of passenger rail, buses and ferry service. Jersey City has one of the highest population densities in the state, with over 15,403 persons per square mile and due to this high density, mobility and circulation are major issues. Mass transit services support the mobility of Jersey City residents and commuters to Jersey City.

RAIL TRANSIT

Jersey City residents are served by several passenger rail systems, including NJ TRANSIT's commuter rail lines, the Hudson Bergen Light Rail Transit System, the Port Authority Trans-Hudson Railroad (PATH) and indirectly, the Newark City Subway.

NJ TRANSIT

Although there is no direct NJ TRANSIT passenger line to Jersey City, there are several lines serving Newark's Penn Station and Hoboken Station, where a passenger may transfer to the PATH system or the Hudson Bergen Light Rail Transit System to access Jersey City. The Northeast Corridor Line, the North Jersey Coast Line and the Raritan Valley Line all travel to Newark's Penn Station, where a passenger may then transfer to the PATH system for Jersey City destinations. The Main Line, Bergen Line, Pascack Valley Line, Boonton Line and Morris & Essex Lines all serve Hoboken Station, where a passenger may transfer for destinations in Jersey City via the PATH or the Hudson Bergen Light Rail Transit System, when the station is constructed.



As a result of the terrorist attacks of September 11, 2001, the PATH station at the World Trade Center was completely destroyed and there is no service available to Exchange Place in Jersey City. PATH is currently running these three services:

- Hoboken to 33rd Street, Newark to 33rd Street and Journal Square to Hoboken:
 - The Hoboken to 33rd Street Service makes stops at Christopher Street, 9th Street, 14th Street, 23rd Street and 33rd Street.
 - The Newark to 33rd Street Service makes stops at Harrison, Journal Square, Grove Street, Pavonia/Newport, Christopher Street, 9th Street, 14th Street, 23rd Street and 33rd Street.
 - The Journal Square to Hoboken Service makes stops at Grove Street, Pavonia/Newport and Hoboken.

Weekday morning and evening peak service operates every 5 to 7 minutes. Off-peak service is operating approximately every 10 to 15 minutes. Overnight service operates every 30 minutes on a combined route, Newark 33rd Street via Hoboken. Weekend service operates 10 to 15 minutes during the day, 15 minutes during the evening, and 30 minutes at midnight.

Below is an updated PATH system map, which was created to illustrate the current PATH services after the terrorist attacks of September 11th.



BUS SERVICE

The study area is served by bus service provided by both public and private carriers. There are 19 NJ TRANSIT bus routes in Jersey City and approximately nine private carriers operating approximately 22 routes. Bus service in Jersey City connects to PATH service and the HBLRTS for access to New York City, Newark and the Hudson River Waterfront and also serves numerous destinations outside of Hudson County. Additionally, nearly every bus route serves one or more locations at Journal Square, Exchange Place and Newport Centre, where there are major office centers. In fact, one of NJ TRANSIT's twenty-eight bus terminals is the Journal Square Transportation Center. Other major bus terminals include the Hoboken Terminal and Newark Penn Station, both accessible by PATH or the HBLRTS in Jersey City for bus service transfers. Commuter terminals and stations within Jersey City that have connecting bus service include: Journal Square Transportation Center, Grove Street Station, Exchange Place Terminal and Pavonia/Newport. All of the above stations serve as PATH stops and the Exchange Place Terminal additionally serves as a HBLRTS stop and ferry service connection.

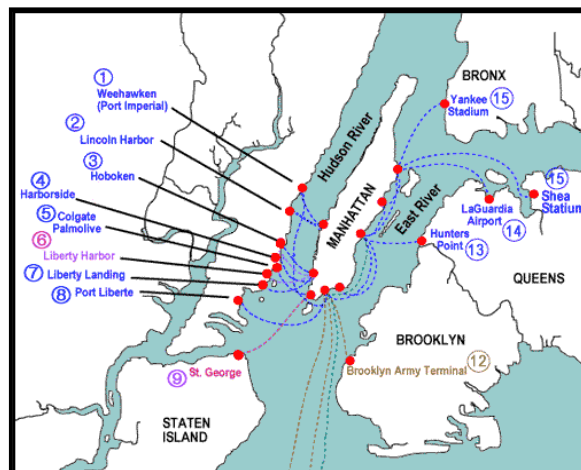
Many bus routes have high ridership as they serve a number of major employment markets, including Newark International Airport, South Kearny Industry, the Ports of Newark/Elizabeth, Hudson County Corrections Facility, Journal Square, Irvington, Newark, South Kearny Postal Facility, Exchange Place, the Liberty Science Center, Lincoln Harbor, the Newport Mall, Meadowlands Racetrack, Military Ocean Terminal, and St. Peter's College.

In addition, there is a significant amount of unlicensed bus services in Jersey City. These "jitneys" typically charge the same fares as licensed providers and run on the most popular routes. The majority of jitneys pick up passengers at NJ TRANSIT bus stops. These unlicensed operators compromise existing bus routes by draining ridership from NJ TRANSIT and private carrier services, thereby reducing the fare intake of the legal providers.

FERRY SERVICE

Jersey City has ferry service on seven routes linking residents and commuters to New York City. The provider of four of the seven routes is NY Waterway, two routes are sponsored by Water Taxi and one route sponsored by the Port Authority of New York and New Jersey. The ferries operated by NY Waterway include:

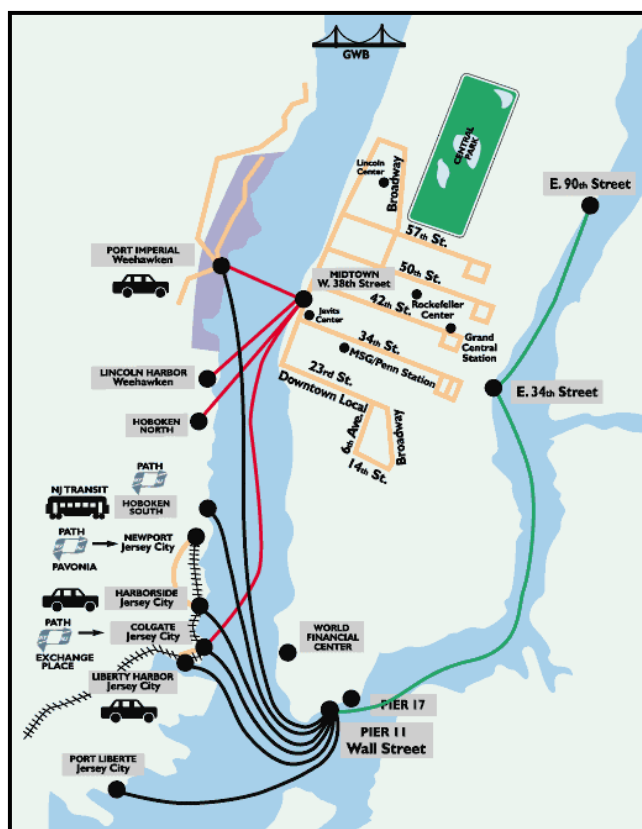
Since the terrorist attacks of September 11th, six of the seven ferries traveling to the World Financial Center have now been rerouted and are operating on contingency schedules. Service has been added and the frequency of service has increased for commuters to reach lower Manhattan for work. Additionally, frequent ferry service to South Street Seaport will be available from Hoboken to Pier 11 south of the South Street Seaport, in order to accommodate passenger demand for travel to lower Manhattan. The contingency schedules include travel to and from midtown Manhattan and to/from lower Manhattan. Ferries to and from midtown Manhattan operate from Hoboken to W. 38th Street and from Colgate to W. 38th Street.



Ferries to and from lower Manhattan include:

- Harborside to West 38th Street and the World Financial Center.
- Colgate to the World Financial Center.
- Liberty Landing/Liberty State Park to the World Financial Center, and:
- Port Liberte to Pier 11 at Wall St.

Currently, the first ferry departure is 6:00 AM. Ferries run every 10 to 20 minutes during peak hours to accommodate increased demand. This frequency of service is due to the "slow bell" rule enforced by the Coast Guard, which means that ferries must travel at a much slower speed around lower Manhattan and therefore, departure times have been revised to accommodate the commuters with this rule in effect. Also, since PATH is not operable to lower Manhattan, and since there are restrictions being imposed at the Holland Tunnel (ban on single occupancy vehicles), the ferries are contributing to improve the commute from Jersey City to lower Manhattan. On this page is the revised ferry map, according to the recently instituted contingency routes.



FREIGHT SERVICE NETWORK

The section below describes the current freight services network in and around Jersey City.

INDUSTRIAL DISTRICTS



Jersey City has several large industrial districts, which ship and receive goods through both truck and rail freight movements. The largest of these districts is located in the northwest section of the City, an area bordered by Tonnele Avenue on the east and Secaucus Road to the North. Existing industry in this area includes the U.S. Postal Service Bulk Mail Facility and Conrail's Croxton Yard. A portion of this area consists of warehouses and distribution terminals, while the area east of Conrail's Northern Branch Line and south of the Pulaski Skyway contains manufacturing, warehousing and trucking facilities. Another industrial

area is in the eastern part of Jersey City adjacent to Liberty State Park. This area houses the Daily News and the Tropicana facility.

PORT INDUSTRIAL

Jersey City's port area, known as Port Jersey, is located in Greenville in the southeast section of the City. Port Jersey is bordered by Port Liberte to the north and the City of Bayonne to the

south. The New Jersey Turnpike acts as a west border to the Port. Two major port facilities are located here and they are the Global Marine Terminal and the PANYNJ Auto Marine Terminal.



The Global Marine Terminal is the largest privately held marine intermodal terminal on the east coast, with 110-acre container facility that handles approximately 235,000 Truck Equivalent Units (TEUs). There is an outstanding 2 million square feet of warehousing available at this terminal. The Auto Marine Terminal is the nation's leading automobile import/export center. More than 413,000 units moved through this terminal in 1996. This is approximately 16 percent of the total U.S. automobile import/export volume. These industrial areas are located southwest of the study area, within the boundaries of Jersey City.

TRUCK FREIGHT

The warehousing and freight distribution in the NJTPA region is almost solely dependent on trucks, serving the eight million people in New Jersey and the surrounding metropolitan areas in New York and Connecticut. Truck terminal operations occur close to the ports, and warehousing districts along the major highways. A large fraction of truck traffic passes through the state on major interstates surrounding Jersey City, such as the New Jersey Turnpike, I-80, I-287 and Route 1&9 (Lincoln Highway), which is a truck route corridor through Kearny to Newark. Portions of Routes 1 & 9 (Lincoln Highway/Truck Corridor), Route 139 and Route 7 experience 15 to 35 percent truck volume during peak AM periods.

RAIL FREIGHT

According to the Association of American Railroads, more than 38.5 million tons of freight was shipped by rail in New Jersey, with the majority passing through the NJTPA region at both Port Jersey and the Port of New York and New Jersey. For goods moving by rail, Jersey City is joined to the northeast's rail network and situated centrally between eight rail freight centers in Newark and New York City. The rail freight network in Jersey City is quite extensive, with over half a dozen railroads serving Port Jersey, Greenville Yards and the other industrial areas in the City. The two major railroads are CSX Transportation Inc. (CSXT) and the Norfolk Southern Railway (NS). Railroad operations are currently expanding with the acquisition of Conrail by CSXT and NS in 1999. Conrail's lines run straight through the core of Jersey City and these lines provide equal access to both CSXT and NS railroads.

Other regional and short line railroads include:

- New York Cross Harbor Railroad,
- Lehigh Valley Line and River Line,
- New York, Susquehanna and Western Line, and;
- Port Jersey Railroad Short Line.